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CENTRAL INTELLIGENCE AGENCY

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- 1. The Hungarian-Soviet Airlines Maszovlet (Magyar-Szovjet polgari legiforgalmi reszvenytarsasag) was subordinate to the Hungarian Ministry of Trade, Air Force Department, located at No 3 Don Utca, Budapest VII. The general management of the Maszovlet was in the hands of Russians while the technical staff was composed of Hungarians. All the aircraft used by Maszovlet were Soviet property. The central office of the airlines was located at No 7 Dorottya utca, Budapest V and the dispatch office was at No 3 Dorottya utca.
- 2. The central office in Budapest consisted of the following sections: General management: Andrei Bockarev (sic), director general who has halid this post since the fall of 1949. His predecessor was Kranynov, (fnu). Vladimir Zamek, a Hungarian, secretary to the director general and interpreter. Mrs. Zalka, a Russian woman, deputy to the director general. She has held this assignment since the fall of 1950. She is married to a Hungarian. Her predecessor was Mihaly Gabo or Laszlo Gabo, formerly a director of the Gamma works, a precision mechanical and optical plant.
 - b. Personnel section. Headed by Poccanov (sic), a Russian. Kochaimi (fnu), a Hungarian, was deputy chief of the section and party secretary of Caszov-
 - Finance section. Shurin (fnu), a Russian, was chief of the section and Gaspar (Inu), a Hungarian, was deputy chief.
 - 'd. Operations section. This section was composed of: The propaganda and administrative subsection, headed by Henrik Kanka, a Hungarian; the travel bureau headed by Bela Nemeth, a Hungarian, and Jonee Arato, a Hungarian, is cashier; the dispatch office porsonnel were not known.
- 3. The technical headquarters was located at Budacers (Q 48/H 42) airfield until 5 May 1950. On that day, Maszovlet moved to Ferihery airfield so that Budaoors airfield has been exclusively used by the Hungarian Air Force. The airfield administrative section had 12 employees, headed by Peter Hiklos. The section was housed in the administration building. The technical main department was composed of the following sections:

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CENTRAL INTELLIGENCE AGENCY

2

- a. Management. Trifon Szedov, director and chief engineer, Russian; engineer Palinkas (fnu), deputy director; and two interpreters Gyoergy Lenart and Istvan Szuhay.
- b. Mangar: Russian engineer Zibashov (fnu), Istvan Szideg, supervisor, two section chiefs, two groups of mechanics, each of eight men, four helpers, and two charwomen. Also in hangar was a radio group of one Soviet engineer and three radio mechanics; a navigation section with Zarin, a Russian a leader of the group and three radio mechanics. and aircraft electricians led by an unknown Soviet who had four electricians working under him.
- c. Warehouse. Spare parts and tools section with one chief, one technical official, and five employees; and a fuel dump with one chief and five employees.
- d. Aircraft repair hangar. Fifteen employees working as fitters, joiners, upholsterers, welders and painters.
- e. Engine repair shop. About 15 to 20 mechanics.
- f. Garage. One chief, two technical officials, one garage foreman, eight mechanics, and eight to ten drivers.
- 4. The airfield administration at Ferihegy was as follows:
 - a. Management: Menzikov, Russian , manager; Janor Papp, deputy manager; and a woman secretary.
 - b. Radio room: It maintained radio contact with aircraft.
 - c. Flight control group of about ten men. This group was responsible for the observance of landing and take-off regulations. The DF station with five men was assigned to this group.
 - d. Administration: One chief, five women laborers, four porters, four charwomen, one doctor, and two nurses.
 - e. Moteorological station. Six to seven employees headed by Dr. Bela Tardos, university professor.
- 5. Other administrative of ices of Maszovlet were located at airfields in:

Miskolc, with eight to ten employees; Debrecen; Bekescsaba, with eight to ten employees; Szeged Pecs; Szembathely, with eight to ten employees; and Gyoer, four to five employees.

6. The pilot group of Maszovlet was as follows:

Chief: Lebenyev (fnu), Russian

Deputy chief: Alekse (fnu), Russian

Pilots first class: Kalman wittinger, Zsiros (fnu), Pinter (fnu), Papp (fnu), and Lelkes (fnu).

Pilots second class: Midveri (fnu), former senior lieutenant of the state security police (AVH), Rezsoe, Rezsoe Fekete, Kiss (fnu), Kapitany (fnu), Konya (fnu), and Sarkoeny (fnu).

Included in this group also were six radio operators, including two Russians and four Hungarians, and nine flight engineers, of which two Russians and seven Hungarians.

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CENTRAL INTELLIGENCE AGENCY -3-

- 7. Maszovlet had 10 LI-2s, h PO-2s, and 1 AMRO-15.
- 8. Maszovlet aircraft had the following markings:
 - a. On LI-2s: MA-LIA, MA-LIB, MA-LIC, MA-LID, MA-LIE, HA-LIF, HA-LIG, HA-LIH, HA-LII, MA-LIL. A plane with the marking MA-LIK was destroyed.
 - b. on PO-2s: MA-POB, MA-POC, MA-POD, MA-POE.
 - c. On Aero-15: HA-AEA.
- 9. The motor vehicle equipment of Maszovlet consisted of 5 busses, 10 tank trucks, 3 ZIS 3.5-ton trucks, 7 Pobeda passenger cars, including 5 used cars and 2 new ones, and 7 starting carriages of the ZIS type.
- 10. The airline routes flown by Maszovlet were as follows:
 - a. Domestic connections flown daily: Budapest-Gyoer-Szombathely, Budapest-Hiskolc-Debrecen, Budapest-Pecs, Budapest-Szeged, and Budapest-Bekescsaba.
 - b. Foreign connections flown once weekly: Budapest-Prague, Budapest-Sofia, Budapest-Bucharest. * 25X1A
 - * Comment. All the information contained in the report is believed to be credible. The organization of Maszovlet Airlines has not changed since 1949. Russians still hold all the key positions. Details on the technical headquarters, the management of Ferihegy airfield and the names of the pilots and numbers of aircraft radio operators and fitters are received for the first time. The information on the types, numbers, and markings of the aircraft agree with revious information. The names mentioned are not known except for Kranynov, the former director general. Hrs. Malka, deputy director general, is possibly the wife of Colonel Malka who, according to previous information, has been the commender-in-chief of the Hungarian Air Force.